





## INTIMATION.

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BLEND, a fine "Soda"

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E

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Age. Pronounced by all

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A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

[35]

## BIRTHS.

On the 27th June, at Police Balaia, Straits Settlements, the wife of W. NEAL, of a son.  
On the 2nd July, 1901, at No. 4, Ward Road, Hongkong, Shanghai, the wife of M. RAPPAHART, of a daughter.  
On the 2nd July, 1901, at No. 28, Seward Road, Shanghai, the wife of David TILBURN, of a son.

## DEATH.

On the 30th June, at the General Hospital, Singapore, Olive H. C. STACY, aged 30 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th July, 1901

There has been a large crop of rumours lately as to what Russia is going to do, what she is asking from China, and what she is about to give back. Last week we had the sensational despatch announcing the intention of restoring Port Arthur and Dalny to China, coupled with the statement from a Berlin source that Russia was renouncing her claims to an indemnity, as far as military expenses were concerned, in return for political and commercial privileges in Manchuria. Now comes the inspired story in the *Viedomosti* of St. Petersburg that talk of a Russian protectorate over Tibet is idle, as Tibet "must remain a no-man's land"; and papers from the north bring down the story from Tientsin, via Nagasaki, that the Chinese Government is intending to concede Nanchang to Russia. Earlier in the year stories were circulated as to Russian designs on Chinese Turkestan, and there was the Russo-Japanese rumour, "on the authority of a high official at Vladivostok," of the offer to Japan of Port Arthur and Dalny in return for the withdrawal of Japanese opposition to a Russian naval station at Masampo. These numerous and contradictory stories are probably most of them merely the natural product of excited imaginations at a time of crisis. Others seem to be of the nature of *balloons d'essai*, originated by Russia herself; in this class is the suggestion about the renunciation of Dalny and Port Arthur, and perhaps so too is the Masampo tale. However originated, the reports certainly serve to reveal the various national opinions on possible eventualities. Our London correspondent quotes a St. Petersburg telegram about the disavowal shown in France to Russia's latest proposals about the Manchurian question. If the proposals referred to are the renunciation of the two ports and the waiving of the military indemnity, it is easy to understand that the expansionist party in France would look on

them in no friendly manner. Those who support M. Doumer's dreams of an Indo-Chinese empire for France count on Russia uniting with France in an aggressive policy in China. If Russia's change of attitude were to prove a fact, France would be isolated, and the forward movement would receive a blow. How far the ardent supporters of this movement go may be seen from a passage quoted in another column from the Saigon journal, *Le Mekong*. The question as to what amount of truth there may be in any of these rumours still remains open. Some seem to accept the story of Russia's renunciation as true. Our Shanghai morning contemporary, for instance, writes:—"No doubt Russia has secured from China a sufficient *quid pro quo* for her abandonment of her claim to be indemnified for her military expenses in China, and for her rendition of Tientsin, and the Port Arthur-Manchurian Railway; and it will be interesting to learn what the terms of the new convention are." "There is very little doubt that Russia is trying to get China to surrender to her Chinese Turkestan, and this, as some of the native papers have already pointed out, is very like a menace to our Indian Empire." The idea underlying such a policy on the part of Russia presumably is that Manchuria has not turned out so desirable a possession as at first appeared likely, and the defensibility of its ports of Port Arthur and Dalny or Tientsin, in event of a collision with Japan, is uncertain. The articles in the *Viedomosti* are curiously *à propos*, and their appearance at the present may not be without design. If expansion in Manchuria be checked, it cannot however be thought that Russian energy in an easterly direction will stop. Therefore, it may be argued, Chinese Turkestan offers a desirable objective and an advance in that direction equally promises one day, though it may be in the remote future, to tap the trade of Central China. The Russian railway system in Middle Asia is developing rapidly, as we have recently learnt, and the ground is already broken to a certain extent for pushing on without loss of time. But it cannot be denied that the sudden diversion of the main stream of Russian eastward enterprise, as suggested above, would be a startling change.

The English mail of the 8th June was delivered in London on the 8th inst.

H.M. gunboat *Firebrand* went to Canton, and the British transport *Penarth* left for Weihai yesterday.

A Peking despatch states that the cost of repairs to the Temple of Heaven and the like, the palaces and the various *yamens* in Peking, is estimated at 5,000,000 taels, whilst the cost of repairs to the roads between Chihli and Honan amounts to 3,000,000 taels.

It is reported from the North that a Russian expedition, including a battery of artillery, is on its way beyond Hailchong, about 60 miles north-east of Nanchang, where a number of brigands have collected. They have been driven into the neighbourhood of Hailchong by the troops from the North.

From Corea, the *Nagasaki Press* learns that the recent negotiations between the Korean Government and the British Minister with regard to the McLeavy Brown incident have resulted in a complete victory for the British representative. By this it is meant that Mr. McLeavy Brown will retain his position as Commissioner of Korean Customs.

A case of enteric fever (European) was reported from Kowloon yesterday. We are extremely glad to state, however, that the reports as to the death of the patient, Miss Norah Wilson, are entirely without foundation, and that on the contrary she was progressing very favourably last night, and appeared out of danger.

The *Malay Mail* mentions that a rumour is about that Kuala Lumpur Sanitary Board may develop into some sort of a Municipal Commission next year, with a regular President, Health Officer, etc. It is plain that, unless things change soon in accordance with our hopes, Hongkong will soon be left behind even by Kuala Lumpur in the matter of intelligent Sanitary control. The *Malay Mail* says that the change "is bound to come sooner or later, but there is a belief in some quarters that the present High Commissioner is not particularly keen on handing over any sort of Government control to an independent body of citizens."

Concerning the *Crefeld-Peleus* collision, the *N.C. Daily News* says:—"All parties concerned being very reticent about this matter, we have not been able to obtain very much information about the collision. The affair seems to have occurred in the early part of Tuesday afternoon as both ships were coming in. The bows of the *Peleus* came in contact with the *Crefeld* amidships, and both ships sustained very serious damage. The stem of the *Peleus* was badly twisted to the starboard side, and several plates on the starboard side, both above and below the water line, were buckled. The *Crefeld* was struck right in the sick-bay on the starboard side, and had several plates stove in. Having no cargo on board, the *Crefeld* was able to go into dock yesterday. She is docked at the Cosmopolitan Dock. The *Peleus* is lying alongside the Associated Wharves discharging cargo, after which she will go into dock. It is thought that her repairs will take at least three weeks."

M. Delaunay has declared that the French troops will not leave the road to Peking before the troops of other nations do so.

A dividend of 8 per cent. for the half-year ended 30th June, has been declared by the Shanghai Land Investment Co., Ltd.

The census return shows the population of Paris to be 2,600,000, against 2,411,000 in 1896. Paris will consequently be entitled at the next election to 49 deputies instead of 37.

Taking the Chinese in Siam as a whole, writes the *Bangkok Times*, it is estimated by one of themselves that about 60 per cent. can read Chinese intelligently, understanding what they read, and that another 10 per cent. can also read, but with less intelligence. The number who can write Chinese is very considerably less, but our informant does not venture to name any percentage. Presumably he is not including those who can merely write any name and address they know, a thing which, we fancy, most of them can do. The Straits-born Chinese are, of course, a class apart. Very few of them here seem to write Chinese, though we believe most of them read the language. It is not very uncommon, however, to meet a well educated man who does not even do that. Still Chinese is the one language that the mass of the Chinese in the country can read, continues the *Times*, and yet the Government refuses to print any of the regulations directly relating to them in the Chinese language. The well educated Chinese man knows, and our informant points out very emphatically, that if this were done much of the friction that there now is in enforcing new regulations on the coolie Chinese would be obviated.

The *Mercury* of the 4th inst. says:—"We have been favoured with further particulars of the extraordinary arrest by Russians of a British officer travelling in Manchuria on the allegation that he was a spy. It appears that Lieutenant-Colonel Powell, one of General Barrow's staff, was desirous of proceeding to Europe via Manchuria, and got a pass from Admiral Alexieff to proceed to St. Petersburg. When at Moukden he stopped at the house of Dr. Ross, a missionary, and did not call on General Flescher, the head of the Russian Administration there, as he wished to have as little delay as possible, his idea being to get on quickly to Harbin. General Flescher evidently thought he had been purposely slighted by the officer, and apparently in revenge for the supposed slight he sent a telegram further north telling the Russian officers to keep an eye on Colonel Powell and not let him see too much. The Cossack officers who received this telegram, however, interpreted it perhaps too literally into an order to arrest the officer. While proceeding in a cart between Moukden and Harbin he was followed by a party of armed Cossacks, and when passing the village of Pulih, about twenty miles north of Moukden, where there was a large Russian garrison, they seized him and pulled him into the barracks. Colonel Powell immediately telegraphed to the British Consul General at Shanghai, and is no doubt by this time released."

The Yokohama *Eastern World*, in its notice on the 22nd ult. of the assassination of Mr. Hoshi Toru, says:—"Mr. Hoshi Toru, to be sure, had achieved success, but not because of the possession of any such qualities as have distinguished statesmen whose names we may not even mention, because a comparison would be the grossest flattery, but because his violence terrified weaker minds, and because all the violent and turbulent *seishi* elements found in him an unsurpassing and liberal leader. He and his bands of hired ruffians clattered his way into Parliament, and during his first electoral campaign in Tochigiken two or three people were murdered by his guard of ruffians, and others injured. Murder and violence therefore raised him to success, and by murder and violence he died. Expelled from Parliament, expelled by the Tokyo Barriers Association; expelled by a storm of popular indignation to resign, after a fortnight's tenure, the post of Minister of Communications, to which Marquis Ito's short-sighted folly had raised him, he represented a political type that honest men were powerless to suppress but which they were ashamed of. But a reaction had already set in, the party of plunder organised by Marquis Ito, of which he was the leader, was already breaking up, and in a few months more Hoshi Toru would have had his brief day of—what? Mob popularity at the best, of a leading position amongst a pack of jackals."

The Saigon *Opinion*, writing of M. Doumer's Yunnan Railway scheme, says:—"How much it will cost France and this colony, only the future will show, unless indeed the high officials of the P. W. D. of Indo-China should make out the very elastic chapter of 'leakages and peculations.' This question of cost means the ruin or prosperity of many Frenchmen, but let it pass. There is a point of view that is still bigger with future sorrows. This railway covers a veritable scheme of conquest. With men of the temper of our Governor-General it is impossible to believe that he is thinking of a pacific conquest. To assure his own glory and his fortune he must go quick, and strike heavy blows that will rebound to the very heart of Paris. Other Doldres, other Douches, other Gallienis will lead the children of France to butchery. In their blood and in that of the Chinese, who will doubtless try to defend their soil, the leaders will pick up stars, laurel-wreaths and white plumes." On the other hand, the pro-Government *Mekong* writes in the following vainglorious strain:—"No one can deny that a great commercial and industrial movement towards China is being prepared in our country, or that M. Paul Doumer by his intelligent and energetic policy has placed France in the first rank of the foreign nations in China. The work of M. Paul Doumer is being rapidly accomplished, every day it is seen to be more grand, and in a short time France will occupy the first place in the world."

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 7th July, 7.5 p.m.

## FRENCH OPINION ON MANCHURIA.

A St. Petersburg telegram states that Russia's latest proposals about the Manchurian question have been received in a hostile spirit in France.

## GENERAL NEWS.

LONDON, 8th July, 7.5 p.m.

SUBMARINES AT THE FRENCH  
NAVAL MANOEUVRES.

The French naval manoeuvres are now proceeding. The great feature is the success of the submarine *Gustave Zédé*.

GREAT COTTON FIRE AT  
LIVERPOOL.

3,000 bales of cotton have been destroyed by fire at Liverpool. The damage is estimated at £12,000.

JAPAN'S ARMY—REMARKABLE  
RUSSIAN CRITICISM.

The *Novoe Vremya*, in a striking series of articles, says that the Japanese army is everywhere attracting attention. If it is not the best army in the world, it might still prove far the most dangerous to Russia.

## REUTER'S SERVICE.

LONDON, 6th July.

## AUSTRALIAN DEFENCE.

The Australian Defence Bill provides for a small force of Regulars, large forces of Militia and Mounted Infantry Volunteers, and the classification of all adult males.

RECENT TRAIN-WRECKING IN  
SOUTH AFRICA.

In addition to the killed, ten men of the Gordons were wounded in the train wrecked by the Boers near Naboomspruit. No details whatever of the disaster are yet to hand.

LONDON, 7th July.

## TIBETAN MISSION TO RUSSIA.

The Tibetan Mission to Russia was received with ceremony by the Tsar at Peterhoff. The Mission handed valuable presents to His Majesty.

OXFORD AND CAMBRIDGE AT  
CRICKET.

The University Cricket Match has been drawn.

THE POPE AND THE FRENCH  
RELIGIOUS ASSOCIATIONS' LAW.

A letter from the Pope, couched in plaintive terms, condemns the French Religious Associations' Law as injuring and impairing the power of the Church.

LONDON, 7th July.

## OBITUARY.

Prince Hohenlohe, Ex-Chancellor of the German Empire, is dead.

## RUSSIA AND TIBET.

The St. Petersburg *Viedomosti* describes as idle talk the rumours of a Russian protectorate over Tibet, which, it says, must remain no-man's land.

## THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 4 fresh cases of plague and 4 deaths (all Chinese).

The epidemic has so far declined now that there is nothing to chronicle beyond the bare figures. All the European patients are reported to be doing well in hospital.

SEIZING A FULL-GROWN  
ARSENAL.

A large and important seizure of arms and ammunition was made at No. 322, Queen's Road West, yesterday afternoon about 5 p.m., by Sergt. Ward, No. 11. Many hundreds of new Mausers, old hammer and needle-guns, several hundreds of revolvers and Chinese horse-pistols, with ammunition of every kind, reloading and recapping tools, etc., were seized and brought to the Central Station.

Naturally the authorities are reluctant to give any information at present, at least till the matter has been fully investigated. There is no reason to doubt, however, that a find most important to the European colonists of Hongkong has been made, and that the police officials responsible for the capture deserve every credit for their efficient work.

## HONGKONG VOLUNTEER CORPS.

## PRESENTATION OF GOVERNOR'S SHIELD.

A parade of all units of the Hongkong Volunteer Corps took place at Headquarters yesterday afternoon at 5.15, when His Excellency the Governor presented his Shield for musketry to the winning team, "D" Company. The parade, despite the importance of the occasion, was not a large one.

His Excellency, who was accompanied by Lady Blake and his aide-de-camp, arrived on the parade ground shortly after half-past five, dressed in his uniform as Hon. Colonel of the Corps, and was received with the general salute.

Captain Pritchard, Adjutant of the Corps, welcomed His Excellency, in the absence of Sir John Carrington, C.M.G., Commandant. In a few words Captain Pritchard thanked His Excellency for his generous present of the Shield and also for his kindness in coming to the parade ground. Commenting on the fact that the winners of the shield, "D" Company, had fired with rifles against carbines, Captain Pritchard said the matter was under the consideration of the Shield Committee, which would weigh fully the whole question whether or not the two weapons were equal in accuracy and range. He then asked His Excellency to present the Shield, and intimated that the Corps had provided a small replica for each member of the winning team.

In presenting the Shield the GOVERNOR said it had been presented by him to the Corps for the purpose of inducing the members to practice shooting, and, if possible, to evolve a competition between the different units of the Corps. The Hongkong Volunteers had now arrived at a very critical stage in their existence. When His Excellency came here in 1898, the Corps numbered 150 men. The first impulse towards the increasing of the strength of the Corps came in the April of 1899, when the trouble in the New Territory arose. One afternoon Colonel Ainsley came over and informed His Excellency that matters in the New Territory were nearing a crisis, and that it was necessary to despatch at once a number of men to the other side to repel a possible attack. The Hongkong Volunteer Corps was apparently at that time not taken seriously, but His Excellency nevertheless suggested that they should be called upon. How well they had done their work under Col. Ainsley's training would be remembered by all. That was the first impulse, and from that time to the present moment, greatly through the fostering care of Major-General Gussoligne and Sir John Carrington, Commandant, the Corps had gone on increasing in numbers and in efficiency. Speaking of the necessity for straight shooting, His Excellency said it behoved every man to be in a position to take his place, if necessary, in the lines for the defence of the colony and of his home. It was with a view of stimulating interest in their shooting that he had decided to present the Shield to the members of the Corps. The Volunteers now numbered 307 men, and His Excellency could assure them that they were now taken very seriously as an important addition to the defensive force of the colony. That was a fact on which they were to be congratulated, but the greatest satisfaction would be the consciousness that they had come forward and given a portion of their time to the first duty of every good citizen—the duty of falling into line for the defence of country and home. His Excellency concluded by congratulating Captain Forbes and his team on their success, and trusted that the memento each man would carry away would be a pleasant one in years to come, and that the result of the competition this year would prove in future an incentive to the other units of the Corps.

His Excellency then presented the Shield and its replicas to the members of "D" Company's team, congratulating each in turn. Captain FORBES returned thanks on behalf of the team, and said that in future years, when His Excellency, perchance, had left the colony, the Shield would be regarded as an earnest of His Excellency's good wishes for the welfare of the Hongkong Volunteer Corps.

Cheers were then given for the winning team, and for His Excellency and Lady Blake.

A pleasing little ceremony followed. Captain SAUNDERS, laying a silver tea service on the table which had been occupied by the Shield, addressed Captain Pritchard, the Adjutant, and, alluding to the latter's approaching marriage, asked him, on behalf of the officers of the Corps, to accept the tea service as a small token of appreciation of his services as Adjutant to the Corps. Mrs. Pritchard, Captain Saunders remarked, would doubtless find it extremely useful. When Captain Pritchard returned to the colony with Mrs. Pritchard, the members of the Volunteer Corps would heartily receive him.

On the call of Captain SAUNDERS, three cheers were given for Captain Pritchard.

In replying, Captain PRITCHARD thanked Captain Saunders and the other officers of the Corps for their very handsome present, and said it was hard for him, in looking back, to realise that he had been connected with the Corps only for the past six months. He was leaving the colony on some important matters requiring his presence at home, but he hoped it would be an *adieu* only—not good-bye. However, as that would be his last parade for six months, he would take the opportunity of thanking all for the support and help he had received in his duties as Adjutant. It had not been all joy and happiness, and he had been disappointed on many occasions to see only six or seven men on parade. The present turnout, for instance, was not nearly so good as it might have been, but its paucity, Captain Pritchard added, might be accounted for by the concert of the previous night having proved too much for

some of the members. He trusted, however, that the attendance at parades would in future be better. Captain Pritchard concluded by again expressing his thanks for the honour accorded him.

The parade shortly afterwards dismissed. The inscription on the Governor's Shield is as follows:—"His Excellency the Governor's Shield, 9th June, 1901. Won by 'D' Company." Then follow the names of the officers and men composing the team:—Capt. J. McG. Forbes, Lieut. T. Skinner, Lieut. A. R. Grievie, Corporal A. Ritchie, Private J. I. Andrew, Private B. Clark, Private H. Horley, Private A. Mackenzie, and Private A. Watson.

## THE SANITATION OF HONGKONG.

Our Portuguese local contemporary *O Porvir* in its issue of the 6th inst. has some comments on the Petition now going home to the Secretary of State for the Colonies. We roughly translate a few sentences:—

A circular was sent round on Monday last to the inhabitants of this Colony for their signatures, containing a petition to the Secretary of State for the Colonies, written in a very moderate and careful tone, requesting that an independent enquiry be made into the sanitary condition of Hongkong and the measures to be adopted for the improvement of the present situation. The said document speaks very clearly on the situation without attaching direct blame to the local Government, pointing out that the evils were predicted long ago, and soliciting from the home Government a remedy for them. It contains valuable extracts from the local medical authorities, and from the special Sanitary Committee appointed in 1882 which made important recommendations on the then urgent need for better sanitation of this colony, adding that unless such measures were adopted their necessity would hereafter be proved by a severe epidemic, which unfortunately has proved true. The epidemic came in such a dreadful way that one cannot easily forget it; it has since then been intermittent and its visits are of the worst character. If the proper measures, so frequently recommended by the competent authorities, had been promptly adopted, great benefits would have followed for the public in general; but for reasons on which we ourselves abstain from making any criticism and would rather leave it to our English local contemporaries, no due attention was paid to such wise advice nor were any energetic steps taken. Hence the evil has spread to such an alarming extent that it is found very difficult and expensive to cope with it. The *Hongkong Daily Press* says in the last paragraph of its leading article of 2nd inst.:—"This Petition deserves the support of the whole public of this Colony." We are in perfect accord with our contemporary.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## DANGEROUS ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

9th July.

SIR,—The Hongkong Government is not only to blame for their inaction in the matter of sanitary reforms, but also for the dangerous roads in this colony. With regard to the latter I should now like to make a special reference to the one leading to the wharf of the Hongkong, Canton and Macao Steamboat Co. This thoroughfare is in a very disgraceful condition, with innumerable ditches full of mire, and accidents in this locality, I am told, are not of rare occurrence. Last Saturday while going to the Macao boat in a rickshaw and just when I was about to take the turn to approach the wharf, the vehicle, the coolie and myself tumbled right into one of these ditches. The condition in which I emerged I leave it to you and to your readers to imagine. Amidst the sympathy and laughter of my friends and some passengers, I went on board the *Heungshan* for a new outfit.

Will the P. W. Department be kind enough to look to this grievance, or will they wait for some serious accidents to warrant any action on their part?—Trusting that you will give publicity to this letter, and enclosing my card, yours, etc.

## A VICTIM.

## ROYAL HONGKONG GOLF CLUB.

## CAPTAIN'S CUP AND SILVER MEDAL FOR JULY.

The winner returned an excellent card, married only by a 7 at the long hole.

The following were the scores handed in:—

CAPTAIN'S CUP.			
Mr. T. S. Forrest	79	2	81
Capt. D. W. Clapham, R.G.A.	80	5	85
Mr. E. J. Grist	81	6	85
C. H. P. Hay	105	18	87
C. M. G. Burnie	81	3	88
11 entries.			
POOL.			
Mr. T. S. Forrest	79	2	81
Capt. D. W. Clapham, R.G.A.	80	5	85
Mr. E. J. Grist	81	6	85
C. M. G. Burnie	81	3	88
5 entries.			

The quarterly meeting for the MacEwen Cup will be held from Friday, 12th, to Monday, 15th inst.

Printers are not the only persons responsible for errors. Loie Fuller, the originator of the serpentine dance, when in London received a letter from a certain influential actor asking her to play at a charity bazaar: a particular pantomime sketch, the rights of which she had already disposed of. Loie Fuller telegraphed to him expressing regret she had not rights of the piece mentioned, but the feelings of the reverend recipient can be imagined better than described when he read the following message:—"Sorry haven't any rights, but will do dance."—Loie Fuller.











## PUBLIC COMPANIES

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED, IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the Company will be held at the Company's Office, No. 14, Des Voeux Road, on SATURDAY, the 20th July, at 12.15 p.m., for the purpose of receiving and discussing the Liquidator's proposals for dealing with the Company's Assets.

The Liquidator, M. BENNECKE.  
Hongkong, 5th July, 1901. [1890]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).  
By Order of the Board of Directors,  
A. SHELTON HOOPER, Secretary.  
Hongkong, 9th July, 1901. [1728]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Fifty Cents per Share for the Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).  
By Order of the Board of Directors,  
A. SHELTON HOOPER, Secretary.  
Hongkong, 9th July, 1901. [1728]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED, General Agents, The West Point Building Company, Limited.  
Hongkong, 9th July, 1901. [1728]

WANTED.

WANTED AT ONCE a Competent PORTUGUESE CLERK well acquainted with General Office Work.  
Apply by letter to—  
V. F.,  
Care of Office of this Paper.  
Hongkong, 1st July, 1901. [1724]

WANTED—An OVERSEER.

Apply by letter to—  
THE SECRETARY,  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 25th June, 1901. [1581]

WANTED.

SMALL HOUSE, FURNISHED or UNFURNISHED in Good Locality, Peak, Victoria, or Kowloon, or part of Larger House, for about Two or Three Years. Highest References.  
Apply—  
A. B. H.,  
Care of Daily Press Office.  
Hongkong, 8th July, 1901. [1714]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS,  
60 & 62, DES VOEUX ROAD.  
Telephone No. 187. Telegrams "Contract."  
W. S. BAILEY, M.E. MECH. E.  
E. O. MURPHY, W.E. SO. A.M.I. MECH. E.  
Hongkong, 4th January, 1901. [13]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. Britannia.  
From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, 4th July, 1901. [1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"KAISOW" having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 13th July, at 10 a.m., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO., Agents.  
Hongkong, 6th July, 1901. [1710]

## NOTICE TO CONSIGNEES.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

FROM PORTLAND (OREGON) AND PORTS.

THE Company's Steamship

"INDRAPURA" having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods on ship or from Godowns.

Any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by ALLAN CAMERON, General Agent for China & Japan.  
Hongkong, 8th July, 1901. [1729]

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods from Godowns.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD., Agents.  
Hongkong, 6th July, 1901. [11]

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London, ex s.s. Bagdad, and Bordeaux, ex s.s. Ville d'Alger, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after WEDNESDAY, the 10th inst., at NOON, will be subject to rent and to be landed here.

All claims must be sent in to me on or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 10th inst., at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPORIN, Acting Agent.  
Hongkong, 3rd July, 1901. [2]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.  
Hongkong, 6th July, 1901. [7]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 14th inst. will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Agents.  
Hongkong, 8th July, 1901. [1721]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENROY" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

## [ALL RIGHTS RESERVED.]

MISS PHYLLIS BROWN.

BY HALLIWELL SUTCLIFFE (Author of "Rite of Withens," "Shantless Wayne," &c.).

The editor sat in his easy chair and growled as he read the last of his morning's letters.

Mr. Jordan Joffe wants an appointment, does he? He muttered. "That means he thinks of writing a series on me. No, I think not! I don't mind a casual story from him now and then, but he won't run to a series. Ugh! And here is a batch of poems—Ode to a Nesting Swan." When the Throstles Feed their Young—what in thunder does the woman expect me to do with nesting swans and feeding throstles?—Oh, come in! he broke off, as a brick rattled sounded on his door. "Oh, you, is it?—I'm busy."

The novelist, being an intimate friend, was not to be put off with so weak a tale. He came in, laid his hat and stick on a chair, seated himself on the edge of the desk, with one leg dangling, and generally behaved as if he had come to stay. The editor idled with his letters, and would not look at his intimate friend; but the novelist's spirits seemed no way affected by these obvious hints.

"I was just passing on my way from my publishers, and thought I'd drop in," he said cheerfully. "Say, old chap, it's well to be an editor."

"Oh," said the other.

"Nonsense, no hunting for ideas—just the fun of refusing as poor beggars by the dozen. It's as good as partridge shooting any day—up, get a brace of authors, hang go both your barrels—a puff of feathers, and two tiny corpses on the grass."

"Oh, you go to the deuce! Can't you see I'm busy? Can't you see—"

"I say, sonny, come up the river this afternoon. Kingston, eh, and a cosy dinner, and back by rail."

The novelist was in his most irresponsible mood; he had done a lot of work—a hard one, too—for the time being, and he expected all the world to be at play. But the editor was not irresponsible; he was frankly busy.

"Go up the river?" he snorted. "Oh, yes, it's well to be an editor! A duffy author can fit his work in when he likes; and then he can have the check to come and say, 'go up the river,' to a chap who's chained to his desk all afternoon. Look here, my son—"

The novelist shifted his position a little, and lit a cigarette. "You don't mind, old chap? I must smoke or I die. As I was saying, why don't you work at night? Much the best time—an hour of lamplight worth all the sun you could bottle in the tropics. Take my advice, and begin to work at night. You'll do ever so much better work, and it leaves you free for the river."

"I wish you'd never been born," snapped the editor, fumbling with his papers again.

"Mistake, sonny, but I'd no say in the matter. Jove! Good idea for an epigram, that—wait a minute till I get it down—no go, though! Some other idiot will have said the same—I say!"

"Well?" asked the editor wearily.

"You don't know your trade."

"No, I suppose not," said the other, still more passively.

"You're too confoundedly stingy. Are authors more lucksters, do you think? Are they workers for a pittance?"

"They're jolly nuisances at times. Look here, I'll give you half-a-sov. if you'll go and wait it round the corner. I'm up to the eyes in work. I tell you!"

"Then I'm saving you from labour. No, don't thank me! As I was saying, you don't understand your trade. Why do you get such a little for your moz?"

"I don't get a piffle; I get the best stuff there's to be got in London."

"Fudge! What you ought to do is to pay prices that would dazzle Croesus. Poor prices can't be expected to stir an author's delicate fancy; but give 'em mighty cheques, and you unfetter their imaginations. See? Try it, and you'll find you get superb yarns. Authors are ticklish, they need stimulating."

"They need kicking out," interposed the editor. "You say you propose to go, old fellow, or shall I send for?"

"Don't bother. I'm as happy as a madrake here. I want to convert you, too. Stimulate us and you get—"

The editor rose. He was a patient man, and he did not mind being merely put on his coat and hat and made for the door.

"I have a man to see in Paternoster Row," he said briefly, "may be back in an hour-and-a-half. Make yourself comfortable."

He had only meant to be away fifteen minutes, but the ruse had no more effect on his intimate friend than to make him get to his feet in leisurely style and seat himself in the editorial chair.

"All right, old chap, don't mind me. I have a letter or two to write—may use your paper, eh? Thanks. Sure you can't come up the river?" But the editor was half way down the stairs by this, muttering unintelligible things to himself. He had scarcely left the office before a trim little lady, in a wonderful hat and tidy boots, came up to the enquiry window.

"Is Mr. Stevens in?" she asked.

The custodian touched his hat, with a politeness that was far from surprising.

"I thought I'd let him go out, ma'am, a moment since, but I'll just make sure," he said, moving towards the tube.

"If Mr. Stevens does happen to be in, don't say who it is," murmured the lady with a little laugh. "Say I'm Miss Phyllis Brown, and that I've come to see him about a short story."

The custodian smiled, and then he whistled up the tube, and then he smiled again.

The novelist meanwhile was wasting the editorial notepaper upstairs; he had already recommenced his letter three times, when he heard the whistle. It occurred to him that it would be amusing to personate the editor; and, being a good mimic, he went and shouted down the tube in a voice that anyone might have mistaken for his friend.

"Hallo!" he said.

"A lady to see you, sir," came the custodian's voice from below.

"Oh, what is her name?"

"Miss Phyllis Brown. She wants to see you about an MS."

"Oh, what is she like? Pretty?"

"Yes, sir," said the custodian, with conviction. "Then ask her to step upstairs."

The novelist seated himself again in the empty revolving chair, and went on with his letter, and assumed that impenetrable air of which he had so often been a victim.

"Jove!" he muttered. "I'll just put those little theories of mine into practice. I'll play the editor gloriously once in my life if I die for it."

A timid knock sounded on the door.

"Come in," called the novelist, in a sepulchral voice.

Miss Brown did come in. She was the prettiest little lady that the novelist had seen since first he wrote a story, and she was looking at him from the doorway with a look of childish roguery. The novelist was quite sure now that it was good to be an editor.

"Oh, I'm so sorry!" cried Miss Brown, growing suddenly confused, as she saw who was seated at the desk. "I—I expected to find Mr. Stevens here."

"Yes, I am he," said the novelist composedly. "Won't you take a seat, Miss Brown? You wished to see me about a story, I believe?"

The little lady recovered her equanimity. The change in her was so sudden indeed that the novelist might well have been surprised at it. But he was not surprised; he was following the editor as far as it would take him, and he was thinking at the moment what a very funny chap he was.

"Yes," said Miss Phyllis Brown, shyly. "I—I've come to see you about a short story."

"Ah," murmured the other, playing the heavy editor in splendid style. "What was the name of the story? We got so many, you know, my dear young lady—look, these drawers are full of them." And he rattled the handles of two or three drawers with fatherly and engaging candour.

"Yes, I know," said Miss Brown forlornly. "There doesn't seem much room for poor little me anywhere, does there?"

The novelist was softened. He had never seen a prettier foot—the foot which, as he put it, peeped like a frightened bird from under cover of her skirt. It was undeniably good to be an editor.

"Oh, don't say that," he cried cheerily. "There's always room at the top, you know, and—er—I remember that story of yours now. It was uncommonly good. Let me see—what was the title? I remember all about it except the title."

Miss Phyllis Brown looked very innocent and very trusting. "What braver people were," thought the novelist, "not to take all her stuff bang off the reel!"

"It was called 'The Decider,'" she said humbly. "It was all about an editor, you know, who was big"—she glanced admiringly at the novelist—"and strong, and splendid"—again her eyes sought his, with patent admiration—"and the editor fell in love with—"

"Yes, by Jove, he did," cried the novelist, with new found animation. "I remember the story perfectly."

"The editor, meanwhile, had returned from his pilgrimage to Paternoster Row. The custodian looked hard at him, as he came in, and seemed perplexed.

"Have you seen Mr. Hughes come down?" snapped the editor.

Mr. Hughes was the novelist, and he was fully prepared to kick him out if he had not already left.

"I—I scarcely think so, sir," said the custodian, a light breaking in on him.

"Hang him," said the editor briefly. "Bring up the fire-brackets, Jones; Mr. Hughes has got to be ejected."

He was just going to mount the stair, when Jones touched him on the arm.

"I beg pardon, sir, but Mr. Hughes, I fancy, is having one of his little jokes. I whistled up the tube just now, sir, and I thought you answered back, and I sent Miss Phyllis Brown up to your room."

The editor turned at bay. "You sent Miss Phyllis Brown? Who is she?"

"She gave that name, sir," said the other diplomatically. And the editor wondered why this discreet protector of his privacy grinned so palpably; the fellow must be thinking of Mr. Hughes, he thought, and of his poverty-stricken joke with the tube.

"And she's up there now with Mr. Hughes, is she?"

"Yes, sir."

"You're a fool, Jones," said the editor—"well, if Hughes insists on dying young, it's no concern of mine," he went on, as he went up the stairs, and along the first floor landing.

"The infernal juggins! I'll let a firer he's pretending to be me, and giving fancy prices to Miss Phyllis Brown. Hughes may write decent yarns, but he's got the brain of a cochin-chin fowl."

(To be continued.)

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VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, TO-MORROW (THURSDAY), 11th July, at 5.30 P.M., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

A. DENISON, Acting Hon. Secretary. [1689]

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WO FAT & CO. SHIP CHANDLERS SAIL MAKERS, GENERAL STOREKEEPERS, No. 11, LEE YUEN STREET, EAST. Hongkong, 25th July, 1900. [207]

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[1479]

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring near Kowloon are marked K, nearest Hongkong, H, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Pier.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENECK	Brit. str.	K. 10	J. Rafferty	McGREGOR BROS. & GOW	On 13th inst.
LONDON	PROMETHEUS	Brit. str.	2 m	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 13th inst.
LONDON, &c., VIA PORTS OF CALL	SUNDA	Brit. str.	2 m	E. R. Dowell, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON	ALCIBIDES	Brit. str.	2 m	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	DEUCALION	Brit. str.	2 m	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 26th inst.
LONDON	PELEUS	Brit. str.	2 m	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 29th inst.
LONDON	STANTON	Brit. str.	2 m	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst.
LIVERPOOL DIRECT	HAUCOS	Brit. str.	2 m	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 31st inst.
LIVERPOOL DIRECT	PAPROUS	Brit. str.	2 m	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 31st inst.
BREMEN, VIA PORTS OF CALL	KIAUTSCHOU	Ger. str.	2 m	P. Lunschloss	MELOCHERS & CO.	On 13th inst.
MARSEILLES, LONDON & ANTWERP, &c., ST. PETERSBURG, &c.	WAKABA MARU	Jap. str.	2 m	J. B. McMillan	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	JAVA	Brit. str.	2 m	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 12th inst.
HAVER, BREMEN & HAMBURG	SALAZIE	Frans. str.	2 m	Girard	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
HAVER & HAMBURG	SAMBA	Ger. str.	2 m	Schmidt	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVER & HAMBURG	WUERZBURG	Ger. str.	2 m	Schneider	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVER & HAMBURG	ACILIA	Ger. str.	2 m	r. Dohren	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVER & HAMBURG	ALEXANDRIA	Ger. str.	2 m	Porzelius	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVER & HAMBURG	ANDALUSIA	Ger. str.	2 m	Porzelius	HAMBURG-AMERIKA LINIE	On 26th inst.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	2 m	Hill	JARDINE, MATHESON & CO.	On 28th inst., at Noon.
NEW YORK VIA SUEZ CANAL	ABARA	Brit. str.	2 m	Williamson	DODWELL & CO. LIMITED	On or about 1st August.
NEW YORK	L. SCHEPP	Amst. ship.	2 m	L. Schepp	SHAW, TOMES & CO.	On or about 15th August.
SEATTLE, &c., VIA SHANGHAI, &c.	IZUMI MARU	Jap. str.	2 m	M. J. Currow	ARNHOLD, KARRER & CO.	Quick dispatch.
MARSEILLES, LONDON & ANTWERP, &c., ST. PETERSBURG, &c.	KANAGAWA MARU	Jap. str.	2 m	J. MacKenzie	NIPPON YUSEN KAISHA	On 11th inst., at 4 P.M.
TRIESTE, &c., VIA PORTS OF CALL	MARIA VALERIE	Aust. str.	2 m	Berchovich	SANDER, WIELKE & CO.	On 20th inst., at Daylight.
YANCOUVER, VIA MOJIL, &c.	TARTAR	Brit. str.	2 m	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 17th inst., P.M.
YANCOUVER, VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 14th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KIUSHIU MARU	Jap. str.	2 m	F. J. Horton	DODWELL & CO. LIMITED	On 16th inst.
VICTORIA (B.C.) & SEATTLE	KANAGAWA MARU	Jap. str.	2 m	G. A. Rodway	NIPPON YUSEN KAISHA	On 20th inst., at 4 P.M.
PORTLAND (OR.)	KANAGAWA MARU	Jap. str.	2 m	G. A. Rodway	NIPPON YUSEN KAISHA	Quick dispatch.
BAN FRANCISCO VIA AMOY, SHANGHAI, &c.	CITY OF PEKING	Amst. ship.	2 m	Helms	ARNHOLD, KARRER & CO.	On or about 12th inst.
BAN FRANCISCO VIA AMOY, SHANGHAI, &c.	TAIWAN	Brit. str.	2 m	A. E. Moses	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m	F. Davies	NIPPON YUSEN KAISHA	On or about 14th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m	J. W. Walo	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	2 m	H. Fraser	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m	T. Murai	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
MOJIL, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m	Johansen	SHIMIZU & CO.	On 16th inst., at Noon.
CHINKIANG & WUHU	QUANTA	Brit. str.	2 m	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
TIENTSIN	KWITANG	Brit. str.	2 m	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
SHANGHAI & JAPAN	COBAMANDU	Ger. str.	2 m	P. Gersch	MELOCHERS & CO.	Quick dispatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	STUTTGART	Ger. str.	2 m	Th. Lehmann	SHIMIZU & CO.	On 16th inst., at Noon.
SHANGHAI	LYEENMOON	Ger. str.	2 m	Th. Lehmann	SHIMIZU & CO.	On 17th inst., at Noon.
NINGPO & SHANGHAI	WUENGO	Brit. str.	2 m	K. Suzuki	MITSUI BUSSAN KAISHA	On 14th inst., at Noon.
ANFONG, VIA SWATOW & AMOY	MAIDZURE MARU	Jap. str.	2 m	S. Atsumi	MITSUI BUSSAN KAISHA	On 14th inst., at Noon.
FOOCHOW VIA SWATOW & AMOY	ANPIO MARU	Jap. str.	2 m	K. Sobajima	MITSUI BUSSAN KAISHA	On 14th inst., at Noon.
TAMUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	2 m	Rolson	DOUGLAS LAFRAIK & CO.	On 14th inst., at Noon.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	2 m	Davies	DOUGLAS LAFRAIK & CO.	On 14th inst., at Noon.
SWATOW, AMOY & TAMUI	HAIMUN	Brit. str.	2 m	G. S. Weigall	JARDINE, MATHESON & CO.	On 12th inst., at 4 P.M.
MANILA	KASHING	Brit. str.	2 m	G. S. Weigall	JARDINE, MATHESON & CO.	On or about 14th inst.
MANILA	LOONGSANG	Brit. str.	2 m	J. Rattenbury	SHEWAN, TOMES & CO.	On 13th inst., at Noon.
MANILA	DIAMANT	Brit. str.	2 m	K. Kori	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
BOMBAY VIA SHANGHAI & COLOMBO	KANAGAWA MARU	Jap. str.	2 m	P. Brunsen	CARLOWITZ & CO.	On 13th inst., at Noon.
BOMBAY VIA SHANGHAI & COLOMBO	BISAGNO	Ital. str.	2 m	Fuchs	HAMBURG-AMERIKA LINIE	On 19th inst., at Noon.
CALCUTTA DIRECT VIA SINGAPORE	C. FERD. LAMIS	Ger. str.	2 m	E. J. Taad	JARDINE, MATHESON & CO.	On 16th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	SUBANG	Brit. str.	2 m	E. J. Taad	JARDINE, MATHESON & CO.	On 16th inst., at 3 P.M.

## SHIPPING.

## ARRIVALS.

July 8, BENEDI, British str., 1,485, David Clark, Mororan 30th June, Coal.—HUGHES & HUGHES.

July 8, ENRI, LUYKEN, German str., 1,770, Schall, Sourabaya 30th June, Sugar.—EAST ASIATIC TRADING CO., LD.

July 8, HINDOUSTAN, British str., 1,849, W. G. Williams, Haiphong 5th July, Ballast.—MASTERS.

July 9, LYLEENMOON, German steamer, 1,238, Lehmann, Canton 8th July, General.—SHIMIZU & CO.

July 9, QUANTA, German steamer, 1,146, Johannsen, Canton 8th July, General.—MELOCHERS & CO.

July 9, SCUTTING, British str., 1,770, Todd, Calcutta, Penang and Singapore 3rd July, General.—JARDINE, MATHESON & CO.

July 9, HUE, French steamer, 701, Gollman, Haiphong, Peking, Hoihow and Kwangchow-wan 8th July, General.—A. R. MARTY.

July 9, KWOSANG, British str., 988, Arthur Hongay 7th July, General.—JARDINE, MATHESON & CO.

July 9, CHUNSHAN, British str., 1,282, J. Jenkins, Kobe 3rd July, Rice and General.—BRADLEY & CO.

July 9, EMPRESS OF JAPAN, British str., 3,063, H. Pybus, S. Y. Yung 17th June and Shanghai 6th July, Mails and General.—C. P. R. CO.

July 9, THALES, British str., 836, A. J. Robson, Foochow, Amoy and Swatow 8th July, General.—DOUGLAS LAFRAIK & CO.

July 9, LALPOORA, British str., 2,124, E. W. Peck, Taku 3rd July.

July 9, PENARTH, British str., 1,959, West, Weihaiwei 3rd July.

July 9, RAJABULI, German str., 1,189, A. Ahlhorn, Bangkok 1st July and Swatow 7th July, General.—BUTTERFIELD & SWIRE.

July 9, FIREBRAND, British str., 1,835, Quail, Toulon 3rd June and Charleston 25th June, General.—BUTTERFIELD & SWIRE.

July 9, SIEHAN, British str., 852, Morohouse, Saigon 5th July, Rice.—BRADLEY & CO.

## CLEARANCES.

At the Harbour Master's Office.  
9th July.  
Kueiyang, British str., for Tientsin.  
Woonan, British str., for Ningpo.  
Tsurukita Maru, Japanese str., for Kobe.  
Kohschang, German str., for Swatow.

## DEPARTURES.

9th July.  
PERLA, British str., for Manila.  
DEVANONGSE, German str., for Bangkok.  
KEONGWAI, German str., for Bangkok.

## VESSELS IN DOCK.

9th July.  
ABERDEEN DOCKS.—Union, Iris, Taku, Newshan, Sunghang, Hothwood.  
COSMOPOLITAN DOCK.—Colonies, München.

## SHIPPING REPORTS.

The British transport Penarth, from Weihaiwei 3rd July, had calms to Turnabout; from there to port moderate S.W. monsoon.  
The German steamer Rajabuli, from Bangkok 1st July and Swatow 7th, had fine weather, light southerly winds with occasionally rain showers.  
The British steamer Gleneck, from Foochow 7th July, had moderate breeze and the weather throughout. Of Chappel Island passed a four-masted ship bound north.  
The British steamer Thales, from Foochow, Amoy and Swatow 8th July, had moderate to variable winds and sea, overcast and rainy to Amoy. From Amoy to Swatow moderate S.S.E.

to S.S.W. winds, smooth sea, fine and clear weather. From Swatow to port calm and moderate variable breeze, light S.E. swell and light showers.

## VESSELS ON THE BERTH.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART".

OF THE NORDDEUTSCHER LLOYD.

Captain P. Gersch, due here with the outward German Mail about the 10th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 9th July, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENECK".

Captain J. Rafferty, will be despatched for the above ports on the 11th July.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG".

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 12th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDRAVELA", "INDRAPURA", "KNIGHT COMPANION".

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJIL, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA".

will be despatched for Portland (Or.) on or about the 12th inst.

Through Bills of Lading issued to Pacific Coast Ports and all East-coast Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent, or to

SHEWAN, TOMES & CO.

Hongkong, 22nd June, 1901.

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI".

Captain Hill, due on 11th inst., will be despatched as above on SATURDAY, the 13th inst., at Noon.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 9th July, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND JAVAN.

STEAMERS TO SAIL ON

REMARKS.

LONDON, &c., VIA PORTS OF CALL

SHANGHAI AND BANCA

JAPAN

SHANGHAI

LONDON, &c.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 5th July, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SAMBA

WUERZBURG

ACILIA

ALEXANDRIA

SIBIRIA

ANDALUSIA

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1.

Hongkong, 6th July, 1901.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

IZUMI MARU

WAKABA MARU

HIROSHIMA MARU

BINGO MARU

KAGOSHIMA MARU

KASUKA MARU

KANAGAWA MARU

YAWATA MARU

KIUSHIU MARU

TAMBA MARU

For Further Particulars, apply to

A. S. MINARA, Manager.

Hongkong, 1st July, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

KIAUTSCHOU (Hamburg-Amerika Linie) ... THURSDAY ... 11th July.

BAYERN ... THURSDAY ... 25th July.

STUTTGART ... THURSDAY ... 8th August.

KONIG ALBERT ... THURSDAY ... 22nd August.

PRINZESS IRENE ... THURSDAY ... 5th September.

PRINZ HEINRICH ... THURSDAY ... 19th September.

PREUSSEN ... WEDNESDAY ... 2nd October.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

SACHSEN ... WEDNESDAY ... 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 13th November.

BAYERN ... WEDNESDAY ... 27th November.

STUTTGART ... WEDNESDAY ... 11th December.

KONIG ALBERT ... WEDNESDAY ... 25th December.

PRINZESS IRENE ... WEDNESDAY ... 8th Jan. 1902.

PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan. 1902.

PREUSSEN ... WEDNESDAY ... 5th Feb. 1902.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 19th Feb. 1902.

SACHSEN ... WEDNESDAY ... 5th Mar. 19



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		Due
FROM GLASGOW and LIVERPOOL.	"PATROCLUS"	On 10th July.
GLASGOW and LIVERPOOL.	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 7th August.

  

HOMEWARDS.		TO SAIL
LONDON	"PROMETHEUS"	On 13th July.
LONDON	"ALCIBIADES"	On 23rd July.
LONDON	"DEUCALION"	On 6th Aug.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"GLAUCUS"	On 18th July.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 29th June, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI.	"WOOSUNG"	On 10th July.
MANILA	"KASHING"	On 10th July.
TIENTSIN	"KWEIYANG"	On 10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY	"TAIWAN"	On or about 14th July.
ISLAND, COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.) AND SEATTLE  
Calling also at Tacoma and carrying Cargo on through Bill of Lading to New York and other ports of the United States in conjunction with the  
GREAT NORTHERN RAILWAY CO.'S LINE.

THE Steamship

"KAISOW,"  
3,921 Tons, Commander G. A. Rodway, is due here on 6th July and will have quick despatch. Consular Passes must accompany all overland shipments.  
For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 29th June, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,  
having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the  
GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"  
Sails from Seattle about the 10th of July;  
"CHINGWO,"  
Sails from Seattle about the 24th of July;  
"HYSON,"  
Sails from Seattle about the 10th of August;  
"KAISOW,"  
Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply at  
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK;  
To the Agents of the Company at Japan, China, Hongkong, the Philippines and Straits;  
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to  
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 29th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 17th July, at DAYLIGHT.

For Freight or Passage, apply to  
**THE NITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 3rd July, 1901.

FOR CALCUTTA DIRECT VIA SINGAPORE.

THE H. L. Steamship

"C. FERD. LAEISZ,"  
Captain F. Laeisz, will be despatched for the above ports on FRIDAY, the 19th inst., at Noon.  
For Freight and further Particulars apply to  
**HAMBURG-AMERICA LINE,**  
Hongkong Office,  
Queen's Buildings, No. 1.  
Hongkong, 8th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above LINES are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA SHAM NAVIGATION CO.'S fortnightly service to Cape Town. Sailings from CALCUTTA for Cape Town every fortnight.  
For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## TOYO KISEN KAISHA.

TOSAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 30, 1901, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SAURDAY, Aug. 24, 1901, at DAYLIGHT.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 17, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

**GEORGE ECKLEY,**  
Acting Agent.  
Hongkong, 5th July, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.	
"HUDSON"	About 1st Aug.
"HEATHBURN"	About 15th Aug.
"JUPITER"	
"SATSUMA"	
"RICHMOND CASTLE"	

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 6th July, 1901.

VESSELS ON THE BERTH  
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPIC"	TUESDAY, 10th Sept., at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in China or Japan, and re-embark at such port for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

**GEORGE ECKLEY,**  
ACTING AGENT.  
Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU,"  
Captain K. Sojima, will be despatched for the above ports on SUNDAY, the 14th inst.

For Freight or Passage, apply to  
**THE NITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 8th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"SUNDA,"  
Captain E. R. Dowell, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/3 A.L. American ship

"I. F. CHAPMAN,"  
shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to  
**ARNOLD, KARBERG & CO.,**  
Hongkong, 2nd July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

L. SCHREIER, American ship, C. S. Kendall.  
L. Carlowitz & Co.  
MANUEL LLAGUNA, Amr. ship, Nichols—Standard Oil Co.  
SEA WITCH, American ship, Howes—Musto

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA  
(FLORENCE AND RAVENNA UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"  
Captain P. Brusca, will be despatched as above on SATURDAY, the 13th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 9th July, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"  
Captain J. Rattenbury, will be despatched as above on SATURDAY, the 13th inst., at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 9th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ADRIATIC PORTS.

THE Company's Steamship

"MARIA VALERIE,"  
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst., P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 1st July, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"  
Captain Williamson, will be despatched for the above port on or about 15th August, and will be followed by the Steamship

"ATAKA,"  
on or about 15th September.

For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/3 A.L. American ship

"L. SCHEPP,"  
will load for the above port, and will have quick despatch.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 3rd June, 1901.

HONGKONG STEAMERS.

Benedi, British str., 1,487, Clarke, July 8.

Bisagno, Italian str., 1,500, Binson, July 5.

Burnside, Amr. str., 1,400, Leffle, April 14.

Chervash, British str., 1,200, Jenkins, July 9.

Bradley & Co.

City of Peking, Amr. str., 3,128, Smith, July 6.

P. M. S. S. Co.

Desima, German str., 794, Schalkier, July 5.

Devonshire, British str., 2,364, Coull, June 17.

Standard Oil Co.

Diamante, Brit. str., 1,225, Rattenbury, July 8.

Shewan, Tomes & Co.

Dr. Hans Jerg Kiser, Norw. str., 691, Larsen, July 8.

E. E. A. Trading Co., Limited.

Empress of Japan, British str., 3,003, July 9.

C. P. E. Co.

Emma Lyken, Ger. str., 1,776, Schall, July 8.

East Asiatic Trading Co., Limited.

Flandria, German str., 1,287, Eichbary, July 7.

Siemssen & Co.

Glenesk, British str., 2,274, Raftery, July 9.

McGregor Bros. & Gow

McGregor, British str., 3,741, McGregor, July 7.

McGregor Bros. & Gow

Glenroy, British str., 3,147, Selby, July 8.

McGregor Bros. & Gow

Hailan, French steamer, 377, Marles, June 9.

A. R. Marty

Hanoi, French steamer, 768, Marles, July 9.

A. R. Marty

Hindostan, British str., 1,849, Williams, July 8.

S. Master

Hipsang, British str., 1,040, Crockett, July 4.

Jardine, Matheson & Co.

Hsieh Ho, British str., 1,082, Crawford, June 30.

Siemssen & Co.

Hue, French steamer, 704, Godinau, July 9.

A. R. Marty

Izumi Maru, Jap. str., 2,301, Carnow, July 7.

Nippon Yusen Kaisha

Indrapura, British str., 4,151, Hollingsworth, July 6.

Shewan, Tomes & Co.



